



澳门研究丛书  MACAU STUDIES

# “一带一路”与澳门发展

“THE BELT AND ROAD” AND MACAU'S DEVELOPMENT

澳门特别行政区政府政策研究室

澳门基金会

/ 主编

思路智库



社会科学文献出版社  
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知势而动，顺势而为，乘势而上

——依托桥梁平台，强化青年创业，携手葡语国家参与

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## 致辞与讲话



# 李肇星名誉会长在“一带一路”与澳门发展国际研讨会上的致辞

李肇星\*

各位嘉宾、各位朋友，

女士们、先生们：

大家好！很高兴同各位聚首澳门，共商“一带一路”与澳门发展大计。

不久前，我国成功举办了“一带一路”国际合作高峰论坛。这是今年最重要的主场外交，也是新中国成立以来由中国首倡、中国主办的层级最高、规模最大的多边外交活动，在国际上产生了重要的影响。论坛举办的时候，北京的老百姓亲切地简称这是“带路”峰会。我想，“一带一路”确实发挥了“带路”的作用，带的是什么路呢？

首先，它是带着沿线国家走向共同繁荣的圆梦之路。国际金融危机后，世界经济复苏乏力，增长基础不稳，保护主义上升，全球化遭遇逆风。在这个大背景下，习近平主席在2013年提出“一带一路”倡议，4年来，进展和成果超出预期，得到了绝大多数沿线国家的积极响应和热烈欢迎。这次北京峰会上，习近平主席指出，要发扬以和平合作、开放包容、互学互鉴、互利共赢为核心的丝路精神，建设和平之路、繁荣之路、开放之路、创新之路、文明之路，并且规划了具体的路线图、确定了实施的重点项目、宣布了实实在在的举措。我们能明显感受到，国际社会认同、支持、参与“一带一路”的热情越来越高，共识越来越多，信心越来越足。中国有句古话，

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\* 李肇星，中国人民外交学会名誉会长。



叫“穷则独善其身，达则兼济天下”。中国改革开放近40年，取得了巨大的发展成就，特别是金融危机以来，中国经济增量占全球30%以上，成为世界经济增长的重要动力源。虽然我们自身发展还有很长的路要走，但我们非常愿意和其他国家分享发展成就和机遇。“一带一路”是中国首倡的，为世界共享，我们从一开始就明确表示始终坚持共商、共建、共享的原则，致力于推动政策沟通、设施联通、贸易畅通、资金融通、民心相通，为各方打造合作平台、为世界经济增长谋求动力、为经济全球化发展提振信心。“一带一路”最鲜明地体现了中国“兼济天下”的大国担当，它把中国机遇变成世界机遇，把中国经验变成世界智慧，是一条融通中国梦和沿线各国人民共同梦想的圆梦之路。

第二，它是带着国家走向伟大复兴的复兴之路。坚持对外开放一直是中国经济高速增长的重要支柱。我们积极发展外向型经济，参与国际分工，加入经济全球化的进程。我国经济长期快速发展的历史就是一部改革创新、开放共赢的历史。当前，国家发展正处在推动全面建成小康社会的关键阶段，国内改革进入攻坚期，各种挑战多发。习近平主席统筹国内国际两个大局，提出“一带一路”重大倡议，对外推动同“一带一路”沿线国家和地区开展政策对接、基础设施建设合作、国际产能合作、人文交流等，对内使“一带一路”建设同长江经济带、京津冀协同发展等区域发展战略紧密结合，同沿海开放、东北振兴、中部崛起、沿边开发开放相互联动，形成了全方位对外开放的大格局和东中西联动发展的大好局面。当今世界，各国经济相互依存日益加深、高度关联。中国的和平发展离不开良好的外部环境，让周边国家都发展起来，共同繁荣，我们自身的发展才能够持久。所以，“一带一路”建设是新形势下充分利用国际国内两个市场、两种资源，着眼实现“两个一百年”奋斗目标和中华民族伟大复兴中国梦的伟大创举。

第三，它也是带着澳门继续团结前行的机遇之路。澳门是个宝地，参与“一带一路”建设具备天时、地利、人和。澳门特区是祖国东南沿海的一颗明珠，也是古代海上丝绸之路的起点之一，自古以来就是东西方文化交流的桥梁。澳门的发展历史和城市风貌本身就是一部东西方文化交融的历史书。同时，澳门也是汇聚各方民心民意的福地，在国家对外交往的历史上发挥过重要作用。回顾澳门发展的历史，现在正是最好的时代。近年来，我多次到访澳门，也亲眼见证了澳门回归后的发展变化，政治稳定，经济繁荣，社会



发展日新月异，人均 GDP、人均预期寿命、大学毛入学率都位居世界前列。澳门最大的优势是有祖国这个最坚强的后盾，国家的强盛就是澳门发展最可靠的保障。“一带一路”建设是国家的发展大计，也是澳门的重要机遇。我相信，有中央对澳门的关心和支持，有特区政府的有效施政，有澳门各界人士、内地同胞和沿线各国朋友的共同努力、并肩奋斗，澳门特区一定能够把握“一带一路”发展机遇，推动澳门发展取得更大进步，也助力“一带一路”建设取得更大成就。

中国现代文学史上的伟大作家鲁迅先生曾说，“世上本没有路，走的人多了，也便成了路”。2000 多年前，我们的先辈穿山越海走出了一条丝绸之路，今天澳门背靠祖国这座大山，面朝祖国的大海，积极参与“一带一路”建设，迎接新的发展机遇。毫无疑问，这条路一定会越走越宽阔，风景会越来越壮丽。

最后，祝研讨会取得成功！谢谢大家！

# **Speech Given at the International Conference on The Belt and Road and Macao's Development**

Surakiart Sathirathai\*

Your Excellency Dr. Chui Sai On, Chief Executive of the Macao Special Administrative Region,  
Honourable Keynote Speakers,  
Excellencies, Ladies and Gentlemen,

I would like to thank the Government of the Macao Special Administrative Region, the Macao Foundation and the Grand Thought Think Tank for the opportunity to address this important international conference in the company of such a notable set of speakers and in front of such a distinguished audience.

Macau is a historic city that has been one of the maritime hubs for China's economic projection out towards the world since ancient times. Hundreds of years before it was a European outpost, Macau was a key gateway for Chinese and Southeast Asian merchants who traversed the waves in search of new markets to trade their wares.

Macau will once again be one of the key centres of the Silk Road, this time as a maritime, business and tourism hub as part of President Xi's vision of The Belt and Road Initiative, linking China and East Asia to the rest of the world.

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\* Surakiart Sathirathai, Chairman of Asian Peace and Reconciliation Council, Former Deputy Prime Minister and Former Minister of Foreign Affairs of Thailand.



The Guangdong-Hong Kong-Macao Bay Area development blueprint is an exciting one. With the 11 cities in the Area accounting for \$ 1.5 trillion in trade, and with the combined economic size of the area being equivalent to the world's tenth largest economy, the Greater Bay Area promises to be one of the main pillars of The Belt and Road.

With such great opportunities before us, and with the hopes and expectations that have been placed on The Belt and Road Initiative as a positive element in the midst of a world of uncertainties about trade, investment and international commitments, it is even more important for us to be clear what is meant by The Belt and Road and what are the benefits that it can deliver.

We have all to ask what do we all hope the BRI will deliver, what will it achieve, what will it do? We have to ask whether it will be multi-faceted, comprehensive, and inclusive, and whether it can define our shared futures in the 21<sup>st</sup> Century.

The Belt and Road Initiative is a mega project which has macro implications. It emphasizes connectivity and cooperation, closer physical and trade links throughout Asia. Roads, rails, and ports, and telecommunications and energy links funded by this initiative will be criss-crossing the region. It promises to deliver significant GDP gains, open-up a network of commercial activities and unimpeded trade across the region. There is undoubtedly a great romanticism in reconnecting the ancient land sea routes between the great cities of Eurasia and the rest of the world. It will create new markets, increase competition, promote improvements in productivity. It will free up overcapacity in China and address chronic underinvestment in the rest of Eurasia. Ultimately the BRI will improve trade in countries covering two-thirds of the world population. It offers a glimmer of hope of development in countries for whom infrastructure funding has been so hard to come by. The BRI will serve as China's gateway to the rest of the world, and hopefully, it will push the countries of the region to squeeze out enough growth to escape the Middle-Income Trap.

We all expect that the BRI will change the economic landscape of the Asia-Pacific and free up opportunities and significant dividends to our businesses and



corporations. But we must also be conscious that in the opportunities there are challenges that pose political and social dangers.

In ASEAN especially, we are hyper-aware of the dangers that inequality can bring, and we understand, we live with and we are trying to undo the deepening gaps between rich and poor in and between our countries.

The BRI cannot be understood in the popular imagination merely as mega infrastructure projects, of expansive highways, fast trains and mega-ports. These plans and projects must be seen and recognized as providing real, concrete benefits for ordinary citizens. More public relations work may be required in this regard. The BRI projects must be seen and understood as having the great potential to provide jobs, better technology, well-being, opportunities for travel and tourism, mobility of persons and a sharing of ideas.

I said before that the BRI promises to be multifaceted and comprehensive; one of its top priorities ought to be to make sure that it brings tangible benefits to the people that call Asia their home.

At the beginning of any infrastructure project under the BRI, we should concentrate on considering its impact on our communities, our households and our people. We should prioritise ensuring our small business and individuals who live along the routes are the beneficiaries, not just invisible externalities, along these routes. Big infrastructure projects can bring huge economic boons, but they can also disrupt traditional ways of life, bring environmental destruction, they can leave behind communities and harm the livelihoods of small business owners.

The BRI should concentrate on expanding opportunities for small and medium enterprises. Infrastructural development must come with good, safe local jobs, and bring skills building and training opportunities for all.

A grassroots approach with a focus on SMEs, education, upgrading to 4.0 technologies and industries, tourism and on sustainable and green investment will help us reach our goal of people-centric communities in line with Sustainable Development Goals.

We cannot forget our obligations to the majority of our citizens. We must give the peoples of Asia and Europe opportunities to travel, to undertake fulfilling





work, learn new practices, absorb new cultures and embrace new neighbours.

People-centric communities with strong socio-cultural links are essential for sustainable and equitable economic growth, and for stability and prosperity along The Belt and Road that will connect us together.

Ladies and gentlemen,

Asia has long been beset by missing pieces of the connectivity puzzle. We need hundreds of billions of dollars of investment to bridge the gaps and fill in the missing links across Asia, which is why the allure of new investment from China is met with so much hope and promise.

The Guangdong-Hong Kong-Macau Bay Area provides an added vision of what can be achieved throughout the region through sub-regional cooperation. The Bay Area provides a strong counterpart for the ASEAN Economic Community and the Lancang-Mekong cooperation initiatives which could then link into the wider Asia Cooperation Dialogue (ACD) .

Macao can play a vital role in this grand scenario based on its diverse cultural heritage and linkages. Cultural sensitivity will be required to bring about the seamless infrastructural connectivity that is the aspiration shared by us all. Social sensitivity will be required to complement the economic imperatives of the BRI.

When the BRI succeeds, we all succeed. The BRI will help drive prosperity and sustainability, and provide hope for countries in the region to preserve their options, resilience and dynamism in an increasingly complicated 21<sup>st</sup> Century.

Thank you for your attention.